



SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

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**"80th Anniversary
Bumper Edition"
1927 ---- 2007**

**THE OFFICIAL JOURNAL OF
THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC**

JUNE 2007

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CLUB JOTTINGS

By Smokey

BRIDGES.

The components of the dual gauge timber trestle bridge were constructed in the joinery workshops of the late Phil Waugh some 30 years ago.

The 16 components were transported to SASMEE and erected with the footings fastened to concrete pillars set in the ground. Recent examination of the bridge revealed a couple of areas requiring attention, the first of which was attended to on Wednesday 21st February, followed by further attention on Wenesday 7th March.

Serious consideration will have to be given to a makeover in order to guarantee a long term life for this important structure.

NEW MEMBERS

SASMEE welcomes the following new members, and trusts that they will enjoy a long and happy association with the club.

Bernie Dickinson.	Full Member	Elected March 2007.
Richard Reiger. [Tony]	Full Member	Elected March 2007.
Mitchell Templeman.	Junior Member	Elected March 2007.
Andrew Mottram.	Full Member	Elected April 2007.

AUTUMN RUNNING MARCH 2007

Well officially into Autmn but still pretty hot and dry with the PFD, Sunday 4th March run amid a pleasant 24 degrees, and a mammoth crowd almost equal to our very best. With the canteen staff of Marg. Lewis, Jean Clark and Mary Homann run off their feet. For a great part of the afternoon the queues extended beyond the verandah.

Some 10 parties [birthday and others] graced the grounds with one huge birthday party occupying all the space adjacent to the steamhouse which would have pleased Ralph, Bob, Colin and David.

David spent considerable time observing all trains going past the steam house to make sure no feet were dragging, and at least one train driver stopped and chatted a culprit.

One person with a heavy workload was Michael Tingay on the gate, who coped very well considering the many birthday party names that he had to co-ordinate. This job is definately not for the person who has a short fuse [like some of us do] as patience and understanding is required.

Boats on the pond were operated by Norm Kernick and Gerry and Mary Turner, with Norm doing the obligitory hydroplane run at 3pm. [again no ducks to contend with]. People were shoulder to shoulder around the pond perimeter fence with nary a space available on any of our lawned areas.

By mid afternoon both stations had some 50 or 60 people waiting for rides with the odd one or two with inappropriate footwear however, they were advised that train rides would not be possible. Often they advise that they did not intend to ride or that they will borrow shoes from a friend. SASMEE` s policy is zero tolerance and we are happy to say it is working extremely well -- no exceptions. Some people simply do not realize that it is for their own safety. Nuff said.

Ten locos turned up which was pretty good although 2 retired early due to problems.

SASMEE PARK 5"g.

Station attendants Brian Greenslade and Don Awalt dispatched the following trains:-

2-8-0 Nigel Gresley #456	Bryan Homann.
0-6-0 Schenectady	John Beal.
0-6-0 GRW Speedy	Allan Wallace.
0-6-0 x 2 Kitson Meyer #34	Graeme Driscoll.
----- Junior 004 + Jack 005	John Monte.

MILLSWOOD STATION 7.25"g

Station attendants Alan Brabham, David James and Andrew Mottram dispatched the following:-

0-4-2 Talylyn #1	Bert Francis.
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0-4-0 Dolgoch #2

Barry Dunstan.

0-6-0 Koppel

Glen Templeman.

0-6-0 Simplex #10

John Lewis.

4-6-0 WAGR Karalee

Les Smith.

Because of the heavy work load placed on the station attendants, Millswood Station had the extra services of member to be Andrew Mottram, whose help were greatly appreciated.

Due to the long queue Glen Templeman added another 2 cars to "Koppels" consist.

Obviously the long weekend Clipsal 500 did not appeal to everybody, particularly those with young families as was evidenced by our large attendance. A big day such as this does cause a problem with rubbish, particularly birthday parties who leave a lot of paper plates, boxes, cartons, drink bottles and cans plus a lot of un-eaton food stuff. Where possible such patrons are given a plastic garbage bag and requested to take same when they leave.

BOAT SHELTER

This 20 x 10ft gabled structure was purchased and erected by Olympic Industries on Thursday 1st March 2007.

It is positioned on the Southern side of the pond in such a way that members operating boats and the public will receive protection from the elements. It is proposed in the not to distant future to erect new benches on which to place models so that they may be viewed by the public.

Rainwater from the roof can be used to help top up the boat pond.

TRACK VAC.

This device is invaluable in picking up leaves and debris from the track and surrounds. Many thanks to our man of many talents, Ralph McEvoy, who took the machine home and gave it a general cleanup, oil change and tune up making it now much easier to operate.

BRICK PAVERS.

From time to time certain areas around the grounds are made more user friendly for example, paved areas.

Unfortunately our supply became exhausted hence our request went out to anyone who had a surplus of paving bricks that perhaps they would be willing to donate to the Club.

Member Ian Thomas became aware of the situation and advised that he had a couple of thousand bricks he had pulled up at home and we were quite welcome to have some. The problem was to get them from his home down South, to the Club at Millswood.

To the rescue came member Michael Tingay who offered to pick some up, progressively, in his 4 wheel drive vehicle. These bricks will come in very handy for a few jobs that are on the drawing board for the near future.

Many thanks Guys for your generosity.

CHAR

With our coal bin just about running on empty we arranged [with Railway Park] to take receipt of 2 bags [2.2t] which was part of a load trucked over from Morwell in Victoria for all of the local clubs in S.A.

Our quota was delivered on Wednesday 7th March in the late afternoon when we had expected it in the morning. To make matters worse the truck driver only had a low masted lifting attachment on the back of his tractor. No way would it lift the coal bag high enough to undo the chute to allow the contents to drop into the coal bunker.

Luckily for us, Simon Huntington was also present with his utility to pick up a bagful of char for use by the Road Vehicle Steam Power. Being an engineer and quite capable of adapting to adverse conditions he had the forklift to its maximum height with a bag of char and progressively cut open the bag and coaxed the contents to spill into the bin with the help of a shovel.

Needless to say in no time flat Simon was covered in black coal dust, however within a comparatively short time he successfully

transferred 3t of char from bag to bin, which is now chock-a-block full and should last us at least 3 1/2 years. There was 2.2t received plus 0.8t already on hand.

SASMEE sincerely thanks Simon [Huntington Engineering] for his generosity in carrying out this onerous task.

FIRE FIGHTING EQUIPMENT.

The club has 7 suitable fire extinguishers placed at strategic points on the property.

These need to be inspected at regular intervals, and to this end Adelaide Fire Control carried out the necessary on Wednesday 14th March. Owing to the mandatory pressure testing required every 5 years we were informed that our units were due in fact, overdue. They were taken away and loan ones were left in place. Ours were returned, duly tested and recharged on Wednesday, 21st March.

The cost was not cheap however in order to "comply" we did not have a choice. SASMEE is now on their computer records and one of their officers will call every 6 months and do the necessary inspections of our 7 units.

MILLSWOOD STATION

It has been envisaged for some time that a refuge siding be constructed immediately North of Millswood Station for the benefit of drivers wishing to have a quick break when time permits. To this end a left handed turnout was inserted into the main line leading into the station, approximately 12 months ago. Owing to other projects on the go the refuge siding was somewhat delayed until recently when time was available for construction. It became available for service on the pfd, Sunday 1st April 2007. Following discharge of passengers at the station a train may now back off on to the refuge siding. Plastic sleepers were successfully slotted with our special machine thus allowing for use in this type of track.

AUTUMN RUNNING APRIL 2007

The first pre winter PFD was on Sunday 1st April amid a warm and cloudy day of 25degrees with excellent patronage , pretty well near the best we have had. There were some 12 parties encamped around the grounds and the adequate motive power on hand ensured that long queues were kept moving, notwithstanding only 3 locos servicing the 7.25"g circuit.

The steamhouse grounds hosted 2 large birthday parties which no doubt kept Ralph, Bob, John and Colin busy answering questions, which accounted for Ralph forgetting to blow the whistle!

The canteen was staffed by Jean and Sue Clark, Suzanne Thomas and Margaret Sambrooks, they were flat out all afternoon.

There was plenty of action on the boat pond, which was crystal clear, with Bob Smith, Bill Weste, Norm Kernick and Mary and Gerry Turner in charge of operations.

The area in the vicinity of the Lily Pad Bridge was awash with people, including many lined up at the bridge photographing loved ones going past on the trains. So many people nowadays are using mobile phones for this purpose and one dare scratch their nose for fear of being photographed by someone!

SASMEE PARK STATION.

Station attendants Don Awalt and Brian Greenslade dispatched the following trains:-

0-6-0 x 2 Kitson Meyer #34	Graeme Driscoll.
0-6-0 Schenectady	John Beal.
2-8-0 Nigel Gresley #456	Bryan Homann.
0-6-0 Simplex	Len Redway.
0-4-0 [3.5"g] Juliet	Allan Wallace.
----- Jack 005 + Junior 004	John Monte.

Of historical note was Allan Wallace`s 3.5"g "Juliet". Built in the 1960`s, being back in service again following a rebuild. Allan`s workmanship and driving ability was reflected in the

excellent performance following the mandatory low speed into the tunnel. Carrying 3 passengers the loco was able to accelerate up the grade after exiting the tunnel.

MILLSWOOD STATION.

Station attendants were Alan Brabham and Andrew Mottram dispatching the following trains:-

2-6-0 Eudlo #3	Andrew Matthews.
0-4-0 Dolgoch #2	Barry Dunstan.
0-4-2 Talyllyn #1	Bert Francis.

N.B. To cope with the extra traffic Dolgoch passenger consist was increased from 2 to 3 cars making an average load of 26 persons. Thanks to David James and Andrew Mottram for guard duties.

SICK LIST

Member Michael ~~TARRY~~ has, for some time, been very ill with respiratory and other problems and hospitalised in Flinders Medical Center. Trusting that Michael will soon be on the road to recovery. The Beal family [John , Barbara and David] are to be commended for their efforts in looking after Michael and his interests. Get well soon Michael.

Member Don Awalt was an attendee at our 80th Birthday celebrations, however after arriving home he suffered a heart attack and was subsequently admitted to Flinders Private. Following tests it was discovered that a triple bypass operation was required and this was scheduled for Friday 11th May.

Don is a regular worker with the Wednesday team and had even submitted a nomination for a Committee person for the Annual General Meeting in August. Unfortunately Don has had to withdraw owing to the re-cooperation process.

All members wish Don well and trust that a speedy recovery is the order of the day.

P.S. In case members can't relate, Don is the "Yank" from Baltimore and much friendly banter about "Yanks" and "Aussies" is always topical and adds to the camaraderie within the Club.

APPRECIATION

SASMEE is well known as a venue for Kiddies Birthday Parties as is evidenced by the many instances reported in the PFD activities in our Club Magazine the "Bulletin".

Often train drivers and station attendants are complimented on the level of enjoyment experienced on the ride together with the pleasant surroundings, boat pond activity and demonstrations of full size machinery.

It is therefore very rewarding when patrons take the trouble and write to our Secretary advising of an enjoyable afternoon.

Such was one recently, dated 8th March 2007, and it was thought that members should share the "Pat on the back", particularly those who were present on the day that this is mentioned. See copy of letter attached.

51st AALS CONVENTION.

The Penfield Model Engineers were host to the 2007 Easter Convention held amid daily temperatures of mid 20`s and clear nights, which were perfect for night running.

As we have come to expect Penfield Model Engineers put on a faultless show exemplified by the perfectly manacured lawns, freshly painted fixtures and appliances not to mention the dexterity of the canteen staf in keeping many hungry mouths satisfied. It was also reported that the meals in the meal hall were excellent, and with some 400 persons registered, adequate food requirements must have been quite a task to keep everyone happy.

Trackwise it was heard that some 100 plus models including locos and road vehicles [even a well detailed tram] were registered and at times the traffic was congested, however if one picked the time to run, such as early morning or around evening meal time one could get an unimpeded run.

The track was in quite good condition and the clackety clack through the points and double slip really added to the realism. High fuel prices have not deterred the enthusiasm of interstate

visitors and this time something like 87 or so were encamped on the grounds in fitted out mobile homes, caravans, tents and humpies.

As usual models covered a wide spectrum in 7.25" and 5" gauges. No facilities for 3.5" g. Leader of the Grand Parade was Jeff Haigh, from Morphetvale Club with his fine looking 2-6-0 "Amelia" carrying 2 carloads of dignitaries.

Well done Penfield.

POST CONVENTION RUN --- SASMEE

Tuesday 10th April was an open invitation for Convention guests to have a play day at SASMEE. It was heartening to see 3 off 7.25" g and 13 by 5" g and 1 off 3.5" g locos and 100 plus people in attendance. At 12 noon a sumptuous luncheon, organised by Barry Dunstan, was provided at no charge to all attendees.

An unusual occurrence was the fact that our monthly General Meeting fell on the same day which allowed guests to stay later and enjoy a night run. Several members from the Western District Live Steamers attended our meeting.

The usual weather pattern of 33 degrees was not exactly the best for running steam locos however no one was deterred, least of all Shane Ferris from QSME in Queensland who clocked up some 160kms, including 30km at SASMEE. The following locos were noted, however the writer did not think to ask all the owners names.

3.5" g

0-4-0 Juliet.

5" g

4-8-0 SAR Black Douglas..

4-8-2 WAGR V Class #V1224.

4-6-0 NSWGR 36 Class #3611.

0-6-2 Cane loco Jo Jo.

2-8-0 Nigel Gresley #3457.

4-6-0 SAR N Class.

----- CR GM Class #9.

----- NSWGR 422 Class #42204.

0-4-0 Blowfly [injector problems].

----- C R Budd Rail Car.

7.25" g

0-4-0 Swampy [sold during convention].

0-4-2 Elfride.

----- Petrol/Hyd Marjory.

ENTERTAINMENT.

The entertainment for the March meeting was courtesy of Barry Dunstan with a video of the 2003 Convention at Penfield showing the difference that one could expect to see between then and the present day surroundings which relate to the 2007 Convention.

Also of interest was a short video showing Bob Nash`s 4-8-4 "Northern" and Brian Oldfield`s 2-8-4 "Bershire" double heading a 6 carriage train at the Roseworthy Club.

The April meeting was entertained by Ralph Ollerenshaw with another of his maritime talks, this time on "Ship Stability"

The entertainment for May, 80th year celebrations, is covered under a special report.

AUTUMN RUNNING APRIL 2007

The PFD Saturday 21st April was a mild day of 26 degrees.

A decent crowd with at least 6 parties spotted.

The steam house managed to light up albeit only Ralph and John being in attendance. The boat pond provided the usual good showing of boats operated by Mary and Gerry Turner, Bob Smith and Malcolm Ambler. Safety Officer of the day was Bill Coles who was always on the prowl looking for things of an untoward nature. ---- But didn`t find any.

SASMEE PARK STATION 5" g

Station attendants Don Awalt and Graham Richards dispatched the following trains:-

2-8-2 D&RGW "Mudhen" [fit]

Peter Hoyer.

0-6-0x2 Kitson Meyer #34	Graeme Dricoll.
2-8-0 Buffalo #8307	Brad Cottle.
2-8-0 Nigel Gresley #457	Simon Lindsay.
4-6-0 LNER B1 #1088	Terry Trezise.
----- Heisler [fit]	Michael Tingay.

Peter Hoyer's "Mudhen" had only just entered traffic when a suspected blown element caused its withdrawal.

At 3.30pm Michael Tingay's "Heisler" withdrew from traffic due to a loose wheel. Brad Cottle displayed an immaculately detailed 50foot box car that he imported from the U.S. of A. Hear tell that a Caboose is to arrive shortly!

MILLSWOOD STATION 7.25"g

Alan Brabham and Alex Mitropoulos dispatched the following trains:-

2-8-4 Berkshire	Brian Oldfield.
0-4-2 Talylllyn #1	Bert Francis.
0-4-0 Dolgoch #2	Barry Dunstan.
0-6-0 Simplex #10	John Lewis.

BOAT POND

Of recent times the boat pond maintenance has been handled by Ralph Ollerenshaw who is also responsible for the water management of the "Pascoe" horizontal boiler.

The boat pond requires continual monitoring in order to keep the Ph level correct, and may require special treatment periodically. Going back some 20 years ago it is recalled that the boat pond never required any treatment and was always clean and clear. At that time we also had 8 large gold fish [carp?] which we were led to believe were responsible for the well being of the water.

In an effort to put this theory to the test we have stocked the pond with 22, 10cm long Goldfish [comets] which were procured from a local petshop. If they survive they can be expected to grow to 30cm long in as little as 12 months. They were introduced on April 14th 2007.



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8



PHOTO 9

PHOTO 10







PHOTO 13



PHOTO 14



PHOTO 15



PHOTO 16

BORE WATER.

The bore has been one of the best investments the Club has ever made. Installed some 7 years ago the bore has paid for itself many times over, and with the present day mains water restrictions our lawns have been kept lush and green notwithstanding.

In early April Ralph Ollerenshaw extended the bore pipe at the Northern end of the boat pond around the perimeter to the Southern end thus allowing the public area adjacent to the steam house to be watered via the bore. All lawned areas of SASMEE property can now receive bore water. Many thanks Ralph.

SEATS

Following advice from our inspecting Engineer, several seats around the grounds were fully, or partially replanked with Kapur timber in order to maintain serviceability. This task was ably carried out by Bill Coles over a couple of Wednesdays in April. For the future it is envisaged that planks made from recycled plastic will be utilized and these will have an indefinite life.

[The same material as is used for our sleepers]

Another advantage is that they can be procured in the colour of green thus eliminating the need for painting.

An order has been placed for a supply of the material and we are hopeful of the outcome.

AUTUMN RUNNING MAY 2007

The pfd on Sunday 6th May was held amid a mild temperature of 22 degrees and overcast skies and no rain, something that the whole State has had plenty of for the previous 2 weeks or so, and was so badly needed.

The boat pond was full to overflowing which has not happened for some 12 months. The 22 goldfish, introduced a couple of weeks ago, appear to have adapted to their new home, however, time will tell.

An excellent crowd was in attendance with gate keeper Jack

Davey, as usual, having to co-ordinate many birthday party names. [don't know how he manages all this and still keeps his cool!?] Maybe he receives some support from Dean Deguisto who was noted sitting in with him!

We had a visit from a perspective member by the name of Lennart Holbrook, who asked a number of questions and was very pleased with what he saw. He may be eligible for membership in July.

Only Jean Clark and Margaret Lewis manned the canteen [pardon the pun] with Ralph McEvoy cooking the chips.

SASMEE PARK STATION

Station attendants Graham Richards and Don Awalt dispatched the following trains:-

0-6-0x2 Kitson Meyer #34	Graeme Driscoll.
0-6-0 Simplex	Len Redway.
4-6-0 LMS Black Five #5073	Allan Wallace.
4-8-4 SAR 520 Class #523	John Lyas.
4-8-4 SAR 500 Class #509	John Mere.

Later in the afternoon 523 and 509 doubleheaded with 4 carriages with Graham Richards as guard. This train proved very popular and moved a great number of passengers each journey.

MILLSWOOD STATION

Station attendants Alex Mitropoulos and Alan Brabham dispatched the following trains:-

0-4-2 Talyllyn #1	Bert Francis.
0-4-0 Dolgoch #2 [ftr]	Barry Dunstan.
0-6-0 Koppel	Glen Templeman.
0-4-0 Jens #1938	Bill Coles.

Unfortunately Barry Dunstan's Dolgoch blew a gauge glass when about to enter traffic and had to retire. To handle the load Glen Templeman on Koppel added another 2 carriages to make a total of 4 with Mitchell as guard.

SASMEE 80th BIRTHDAY

The General Meeting of May 8th was deemed appropriate for the celebration of 80 years of existence.

Records exist that indicate the Club was inaugurated in May 1927 although the exact day is debateable.

With the business portion dispensed with quite early the Chairman handed the floor over to several members who were familiar with SASMEE's earlier history which in itself revealed another important fact, The Chairman, Barry Dunstan, during perusal of the Club's archives discovered that 3 Model Engineers had, collectively, 180 years of modelling experience having joined SASMEE as 16 year old Junior members in 1947, each 60 years, what an achievement!! The 3 Juniors were Paul Gristi, Len Peckham and John Wakefield.

Their experience stands alone and what better way to learn of the Club's history than to have these chaps give us a sample, first hand, although the history as they know it commences from their joining in 1947 which incidentally was when SASMEE's present site at Millswood was commenced, so in that respect they have been around since day one.

Following close behind, with 55 years of Model Engineering is boat pond stalwart, Norm Kernick who was also invited to speak about his recollections.

One disappointment was Len's advice that Paul Gristi was unable to attend due to illness.

For some 75 minutes Len, John and Norm kept members well entertained with recollections, facts and figures, funny stories and jokes. All too soon it came to an end as Chef Masters Davey and Lewis indicated that supper was ready. The Chairman adjourned the proceedings at 9.30pm to allow members to partake of Cocktail Pasties, Pies, Sausage Rolls, Puffy Dogs and Spring Rolls, washed down with Champers and Orange Juice, Tea, Coffee and Soft drinks.

Part of SASMEE's history includes the breakaway groups in the early 1970's who ultimately formed the Adelaide Miniature

Steam Railway Society more commonly known as Railway Park at Prospect, S.A. constructed a very fine 5" g ground level track. It was therefore deemed most appropriate to invite AMSRS Members to our celebration and their participation made the night more enjoyable as old friendships were rekindled and recollections were voiced.

Added to this was a show of many many photos from the SASMEE archives which, again, sparked old memories.

No Birthday celebration could be complete without a Birthday cake and to this end the Cheesecake Shop was commissioned to supply us with their "Piece De Resistance", a 144 square inch Black Forest Cake and 5" in height --- What a whopper!!!

It was decorated with whipped cream and surrounded with ripe and tasty cherries. The center was decorated with crushed flake chocolate. Situate on top, in the middle was a 6" diameter chocolate plaque with the following inscription,

SASMEE
CELEBRATING 80 YEARS OF EXISTANCE

1927 --- 2007

NOW ENTITLED TO AN O. B. E.

The 75 people present at this most memorable occasion devoured most of the cake, saving precious little for the following Wednesday working bee.

N.B. O.B.E. stands for Over Bloody Eighty.

To commemorate this auspicious occasion this issue of the Bulletin includes twice the normal photos, and in colour.

SOME SASMEE HISTORY

November 1958

The boat pond was first filled with mains water.

August 1962

Club membership was 71 Adults, 7 Junior, 20 Student.
6 Country and 6 Honorary.

Easter 1965

The extended track [5"g & 3.5"g elevated] and grounds were opened by Mr Schaumoffel [SAR] The President of the day was Murray Mitchel.

September 1967

Additional land lease granted by the South Australian Railways for car parking at the Northern End of SASMEE property.

July 1980

Len Peckam and Paul Gristi were made Honorary **LIFE** Members.

RAILWAY QUIZ

Q. Which Metropolitan Railway Station was originally named Chicago?

Answer in next Bulletin.

Answer to Quiz --- Last Bulletin.

Q. In what year did the last train [with passengers] run to Mt Pleasant?

A. 1963. With an ARHS Special headed by 700 Class steam loco #706.

HANDY HINT

by Barry Dunstan

What material do you use for gland packing on your steam loco?

If you are still using graphited yarn or string you are living in the dark ages. Chances are you are often tightening up the gland nut to prevent steam leakage and eventually the packing disintergrates and blows out. This is an ongoing procedure that can be easily prevented.

Here is the Answer! Use TEFLON [PTFE] string available in a roll of all diams. sizes, from Meyers Engineering Services, 17 Moss Road Wingfield.

The size I felt appropriate for my 7.25" g "Dolgoch" was 3/32" diam. [4mm] and accordingly the glands pertaining to the regulator, axle pump, valve spindles and main pistons utilize this material and since fitting in August 2002 no further adjustments or maintenance has been required.

PHOTO GALLERY

- Photo 1** Penfield Convention 6/4/07. Andrew Matthews on "Eudlo" stopped and posed for the camera.
- Photo 2** Same place and date. Graeme Driscoll on "Kitson-Meyer" drifts downhill from the bridge.
- Photo 3** Same place and date. Jeff Haigh on "Amelia". This fine looking loco and consist led the Grand Parade.
- Photo 4** Same place and date. At his first Convention run John Lewis had a ball driving "Simplex" all day.
- Photo 5** Same place and date. Barry Dunstan's MIC 6 and trailer pose for the camera, out in the sticks.
- Photo 6** The Millswood Station refuge siding takes shape 31-3-07.
- Photo 7** 7.25" g cars #7 & 8 following modifications 31-3-07.
- Photo 8** Boaties new shelter [Olympic Industries] 31-3-07.

- Photo 9 Black Forest Birthday cake [144 sq.ins] 8-5-07.
Photo 10 Photographic display covering 80 odd years 8-5-07.
Photo 11 Special guest John Wakefield addresses the meeting.
8-5-07.
Photo 12 Special guest and Life Member, Len Peckham
addresses the meeting. 8-5-07.
Photo 13 Special guest and Life Member, Norm Kernick
addresses the meeting 8-5-07.
Photo 14 The 3 Guests pose for the camera. 8-5-07.
Photo 15 Portion of the gathering having supper and chin wag.
Photo 16 Portion of the crowd having supper.

Photos 1 -- 8 by Barry Dunstan

Photos 9 --16 by AlexMitropoulos.

WATER TANKS, FURTHER THOUGHTS.

Comments by J. Levers.

Edited by Bill Coles.

John and wife June were holidaying recently in Edithburg.
John got talking to some interstate fellow who revealed that he
ran some kitchen table top steamers plus a steel boiler to the
AMBSC code, [John did not find out pressure or size of boiler]
When John questioned the person on the use of "water
treatment" the answer was "what - on filtered water!"

John goes on to refer to the article in the March 07 edition of
the Bulletin, page 13, where SASMEE has introduced filters on
our rainwater catchment tanks following their cleanout.

John makes the point to all boiler operators, in particular, steel
boilers that filtered water does NOT diminish the responsibility
to correctly treat feed water used in the boilers or to observe
correct blow down and storage programs.

There is an excellent article in AME Issue 125 pages 44-48
dealing with the subject of Steel Boiler Maintenance and Feed
Water Control.

If one has any queries dealing with the above subject John's
phone number can be found on the back page of the Bulletin.

OTHER THINGS By Bill Coles, Editor

This section is used to make up the pages to an even number, so the content is composed of bits of information that I think may be interesting or useful.

During the early part of WW2 the English ability to manufacture aircraft engines was pushed to the limit, in this example the Merlin aircraft engine [Spitfire engine?]

The decision was made to involve Packard of the U.S. of A.

The engine was the V-1650 liquid cooled V12 cylinder.

By the time war ended some 55,873 were built.

To set up and produce in the States it involved some 60,000 gauges, tools and fixtures, plus 3575 machine tools.

In July 1941 the U.S built no 1.

April 1942 volume was up to 520 per month.

1943 volume was 1443 per month.

1944 volume was 1930 per month.!

Thats not bad going seeing the English [Rolls Royce] weren't very keen to tell the Yanks how they made them in the first instance.

Some interesting Australian Inventions.

1856 Refrigerator. - Using the principal of vapour compression, James Harrison produced the world's first practical fridge. Commissioned by a Brewery to cool beer.

1874 The underwater torpedo. - Invented by Louis Brennan, the torpedo had 2 propellers, rotated by wires which were attached to winding engines on the shore station.

1876 Stump Jump Plow. - Robert & Clarence Bowyer-Smith developed a plough which could jump over stumps and stones, enabling newly-cleared land to be cultivated.

1889 Electric Drill. - Arthur James Arnot, patented the world's first electric drill on 20 August 1889 while he was an employee of the Union Electric Coy in Melbourne. He designed it primarily to drill rock.

1894 First Powered Flight, perhaps inspired by the boomerang ,

Lawrence Hargrave discovered that curved surfaces lift more than flat ones. He subsequently built the first box kite, hitched 4 together, added an engine and flew 5 metres.

Hargrave corresponded freely with other aviation pioneers, including the Wright Brothers. But unlike the Americans who monopolised their ideas, Hargrave never patented his. Because it promised public access, Hargrave left all his research to the Munich Museum.

"D" BITS.

Became involved with a Fellow Club member the other day on the question of whether "D" bits should be sharpened with the leading cutting edge on center, above center or below?

Decided to look at what may be written about the subject.

First port of call was "Machinery's Handbook. If one is familiar with this publication it's the font of knowledge on all things relating to matters of tools, specifications etc etc. Could not find any reference to "D" bits. Other referrals were Sutton, Dormer, Sandvik and P & N. The aim being to try and find a recognised manufacturer of such a tool from which a specification of geometry could be obtained. Reference to early copies of Newnes Complete Engineer did not throw any light on such a commercially made product. The nearest approach I could find was the "Solid hole drills" generally found used in CNC machining which feature front cutting indexable carbide tips, normally 2 off for cutting on both the front and reverse rotation axis. These tools do not rotate. [ref, SECO Tools- Sweden.]

Turning to other areas. Drilling of rifle barrels. I have a publication extracted from the Machinery Magazine of May 25, 1916 titled Machining the Lee -Enfield Barrel, operations and fixtures involved. In this book it describes the drilling of long accurate holes and why the conventional twist drill is not satisfactory for such an operation, eg drilling a hole less than 5/16" in diameter some 25" long in tough steel. Instead it details the following. "The most satisfactory drill that has been developed yet is a modification to the familiar "D" bit".

The modification refers to a formed tube to which the bit is attached to allow the pumping of cutting fluid down the tube to the cutting edge to clear out the chips. As a matter of interest the barrel to be drilled was rotating at some 2000 rpm and the oil was pumped at 200 to 400 psi. The cutting geometry was slightly above center [exact not detailed] and the front cutting face is offset which forms a teat which supports the drill and greatly assists in producing a true hole.

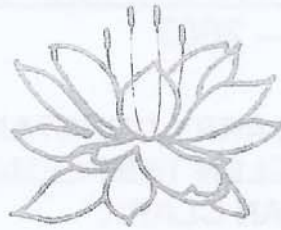
In an article in the same magazine dated July 4th 1918 it was required to drill blind 0.236" diam [6mm] holes 132mm deep in phosphor-bronze. After an initial pilot hole was drilled the tool used was a "D" bit ground with the front face backed off some 6 degrees with the cutting edge on center. The bit was a sliding fit in the pilot hole, 0.236" diam. The tool was fully supported. This description fits very well with the "D" bit as we know it.

I can only conclude from the dates mentioned that the "D" bit as we know it is old technology, but a very useful tool for our uses. Looking for details published in model engineering articles I found an article by Geo. H. Thomas in his publication "The Model Engineers Workshop Manual." in which he refers to "D" bits and I quote "I have spent quite a lot of time in a fruitless endeavour to find a definition of the "D" bit, having consulted more than a dozen relevant volumes including recent technical dictionaries, but nowhere could I find a mention of them except in past volumes of Model Engineer. The purpose of the "D" bit is to produce a parallel hole as near as possible true to size. It must not be capable of cutting on its sides, for this reason the bit is made in such a manner as to leave more than one half of the metal remaining so that there can be no clearance and therefore no cutting action. On the amount left above center, 0.003"/0.004" for small cutters [0.10] and up to 0.010" for up to 0.500" diam cutters". Referring to LBSC. he specified for reamers to cut properly and to size exactly half the diam to be removed. My manufacture. All tools cut better on center.

8th March, 2007

Ms L. Durrans
6 Hamilton Ave
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To Whom it May
Concern,



I just wanted to say a huge thank you for the most wonderful afternoon! my son had his 3rd B'day party on Sunday 4th March, at Millswood Train Park + had an absolute ball! we had a party of 12 Adults + 4 children and all had a fabulous day. what a magnificent service you offer + certainly made our kids day (+ a few adults too!). Thankyou to the 'Kitchen' who happily looked after our cake in the fridge for a couple of hours... a huge help! Thankyou to the numerous men who ran the trains with such character + friendly smiles! Thankyou for all your efforts... we simply had the most wonderful day. And for a 'train mad' 3yr old i'm sure he will remember it forever! Well done... we look forward to coming back just as a family day out to support the wonderful work you do!

Regards, Louise, Martin, Lachlan + Grace Durr

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